


~~SECURITY INFORMATION~~

UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. 24-411 REPORT MADE BY BOYCE ROYAL, S/A REPORT MADE AT DO #4, Bolling AFB PERIOD 10, 11, 12 May 1952 CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATION Hq. OSI STATUS RUC DATE 5 DEC 1975 KURT K. KUNZE, Capt, USAF Historian
TITLE UNKNOWN SUBJECT: Sighting of Unidentified Aerial Object, Ritchie Highway, SO. Baltimore, Maryland, 29 March 1952		
CHARACTER SPECIAL INQUIRY		
REFERENCE Telephone message CI Division Hq. OSI, 9 May 1952		
SYNOPSIS <p>Investigation requested by Hq. OSI predicated on information received from Air Technical Intelligence Center, Wright Patterson AFB that DONALD STEWART and (FNU) TYLER had observed unconventional type aircraft on 29 March 1952 in the vicinity of Baltimore, Maryland. Information relayed to Air Technical Intelligence Center, Wright Patterson AFB by ULIUS LOUIS AMOSS who received it from LOU CORBIN, a news commentator, employed by station WFBR, Baltimore, Md. CORBIN interviewed, furnished information that DONALD STEWART, 224 Warren Avenue and GEORGE TYLER III, 112 East Montgomery St., Baltimore, Md., had been interviewed by him on 24 and 27 April 1952 and had reported sighting a disc-like aircraft at approximately 2045 hours, 29 March 1952 on Ritchie Highway near the intersection of US Route 301; that automobile engine stopped and paint cracked as aircraft hovered 200 feet above car. STEWART interviewed and related substantially the same story which he had given CORBIN previously. RAY FOX, Engineer, Westinghouse Electric Corporation, Baltimore, Md, interviewed, advised he had made complete examination of STEWART's vehicle at request of CORBIN; including examination with geiger counter and determined no unusual defects. AMOSS interviewed, stated had no direct knowledge of incident and had merely relayed information furnished him by CORBIN; advised that several residents, Gibson Island, Maryland had heard unusual noises but none had observed any such aircraft. TYLER interviewed and admitted statement given by STEWART however, upon reinterview, admitted that he had not been with STEWART at the time of the alleged sighting, and had not seen any such aircraft; advised that STEWART had asked him to tell that story and that he had done so. Interviews conducted along Ritchie Highway in vicinity of location where aircraft</p>		
DISTRIBUTION Hq. OSI (action) 4 File 2 UNCLASSIFIED CLASSIFICATION CANCELLED BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATION BY _____ DATE _____	ACTION COPY FORWARDED TO 53  DONALD B. WHITE Colonel, USAF District Commander.	
FILE STAMP 24-1854-8 JUN 11 1952 SPECIAL AGENT IN CHARGE		

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Authority

SYNOPSIS (Cont'd)

was allegedly sighted indicated no knowledge of any such craft. Anne Arundel County Police Department had no record of reports of described aircraft. STEWART in reinterview reaffirmed sighting and that TYLER had been with him at the time and had seen the aircraft. File checks re STEWART at local police agencies negative. FBI, Baltimore Field Office records reflect STEWART fired from employment at Baltimore, Maryland, for placing a decal bearing Communist insignia on a truck belonging to the firm by whom he was employed. FBI check re TYLER, CORBIN, AMOSS negative.

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DETAILS:

1. This investigation was initiated upon a request from Headquarters OSI on 9 May 1952 from Lt. Col. LUCIUS L. FREE, predicated upon information received from Lt. Col. RAY W. TAYLOR, Air Technical Intelligence Center, Wright-Patterson Air Force Base, to the effect that Col. TAYLOR had received information regarding an unidentified aircraft which was reported to have been seen at 2245 hours, 29 March 1952, on Ritchie Highway, south of Baltimore, Maryland. Air Technical Intelligence Center advised that the information had been received from JULIUS LOUIS AMOSS, a civilian.

2. This is a joint investigation of Special Agents CLIFFORD P. JONES, OLIVER R. WEATHERHOLT, and the writer.

AT WASHINGTON, D. C.

3. On 10 May 1952 Lt. Col. LUCIUS L. FREE, Headquarters OSI, was interviewed and furnished the writer with a copy of a TWX received from the Air Intelligence Center, Wright-Patterson AFB. Information contained in the TWX is summarized as follows:

The TWX represents a copy of a letter to the Commanding General, Project Blue Book, from JULIUS LOUIS AMOSS, Gibson Island, Maryland, dated 24 April 1952. The letter stated that one DONALD STEWART, residing at 2241 Warren Avenue, Baltimore 30, Maryland, had observed an unconventional type aircraft on 29 March 1952. Present with him at the time of this observation was one FNU TYLER, believed to be a seventeen year old (17) high school student. The aircraft was allegedly observed while STEWART and TYLER were driving north on Ritchie Highway, approaching Baltimore, Maryland. It was described as shaped like a large pancake and was alleged to have hovered over the automobile, killing the engine. The letter also advised that STEWART had been interviewed by a LOU CORBIN, a radio announcer of WFER, Baltimore radio station. CORBIN was described as a reserve CIO officer. The letter also stated that a GEORGE MASON and son, JOHN MASON, alleged to reside on Yacht Club Road, Riviera Beach, Maryland, had also seen such an aircraft. A NELSON STRIEKCIUT and wife, and a Mrs. SALLY SYMINGTON HENDERSON and Judge and Mrs. HENDERSON were all said to have heard an aerial noise on 19 April 1952 at approximately 2300 hours. The Glenn Burnie Police were said to have had many similar incidents reported but laughed them off.

AT BALTIMORE, MARYLAND

4. On 10 May 1952 Mr. HUBERT KEITH, U. S. Weather Bureau, International Friendship Airport, Baltimore, Maryland, advised that the weather map for 2226 hours, 29 March 1952, indicated clear sky, NNW winds - eight (8) miles per hour; at 2256 hours, 29 March 1952, partly

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cloudy, NNW winds - twelve (12) miles per hour; winds aloft at one thousand (1000) feet, NNW - sixteen (16) miles per hour.

5. On 10 May 1952 Mr. LOUIS E. CORBIN was interviewed at radio station WFBR in Baltimore, Maryland, and stated in substance as follows:

Mr. CORBIN advised that he had received information in the latter part of April to the effect that a DONALD F. STEWART, residing at 224 Warren Avenue, Baltimore, Maryland, had, while accompanied by Mr. GEORGE S. TYLER III, observed a strange appearing aircraft on 29 March 1952. Mr. CORBIN indicated that the source of his information had been a newspaper reporter for one of the local newspapers, whose name he did not divulge. CORBIN related that he had for some time been interested in the "flying saucer situation", and that it had been his intention to write a documentary program for broadcast concerning that subject. He said further that inasmuch as the above incident was the first one to be brought to his attention within that area, he determined to investigate it.

On 24 April 1952 CORBIN interviewed Mr. DONALD F. STEWART and ascertained that he was employed as a clerk by the Baltimore & Ohio Railroad. He further ascertained that the date of observation was 29 March 1952; place, Ritchie Highway near the harness track; time, 10:45 PM; weather, clear; moon and stars out; approximate length of observation, two (2) minutes; estimated altitude, two hundred (200) feet. CORBIN obtained the details of the incident and set them down in a chronological order. A photostatic reproduction of the information obtained in that interview is being forwarded as an inclosure to this report. CORBIN also interviewed Mr. GEORGE S. TYLER III relative to the above incident and made a similar writing, a photostatic reproduction of which is being forwarded as an inclosure to this report.

CORBIN advised the writer that he was acquainted with the editor of a civilian intelligence bulletin, Mr. ULIS LOUIS AUOSS, to whom he communicated the above information. Mr. CORBIN further advised that he would not release any of the information publicly and did not intend to do so until such time as the authorities completed investigation of the incident. CORBIN related that when he had called the Anne Arundel County Police they had informed him that they had had numerous reports of that nature but had passed them off as harmless. CORBIN stated that he had had a friend of his, RAYMOND FOX, conduct a scientific examination of STEWART's automobile for the purpose of determining any unusual characteristics which might have been present. CORBIN advised that he was not a reserve CIC officer; however, he related that he had been an intelligence officer with the staff of General GEORGE S. PATTON in Europe and that he presently holds an inactive reserve commission as lieutenant colonel, O-375086.

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Mr. CORBIN, during the course of the interview, made no mention of GEORGE or JOHN MASON, and when specifically questioned with regards to the two above individuals, he said that he did not recall either.

6. On 10 May 1952 the records of the FBI Field Office, Baltimore, Maryland, were reviewed and reflected that DONALD FRANKLIN STEWART, 224 Warren Avenue, Baltimore, Maryland, was questioned for illegal wearing of the Navy uniform in July 1948. Records also reflect that STEWART was a member of the U. S. Naval Reserve and the investigation was discontinued as no violation. These records also reflect that STEWART was fired from the Baltimore Supply Company, Baltimore, Maryland, for placing a decal of the hammer and sickle and red star on the door of a Baltimore Supply Company truck. This act was committed on 30 July 1948. The FBI Field Office records reflect no records of ULI'S LOUIS AMOSS and no derogatory information on LOUIS E. CORBIN. No information concerning reports of unconventional aircraft sighted during the past two (2) years were on record at the FBI Field Office.

7. Mr. DONALD FRANKLIN STEWART was interviewed at his residence, 224 Warren Avenue, Baltimore, Maryland, on 10 May 1952, and with reference to the incident in instant case, he related in substance as follows:

STEWART, accompanied by his friend, GEORGE TYLER, were returning to Baltimore from Glenn Burnie, Maryland, via the Ritchie Highway, on 29 March 1952. They were in a 1949 Anglia Vampire, an English car, and were proceeding in a northerly direction, having just left a Howard Johnson Restaurant adjacent to the intersection of Ritchie Highway and U. S. Highway #301. While approximately opposite a harness track five hundred (500) yards north of the above named intersection, STEWART related, he observed a strange looking aircraft appearing on the horizon ahead of his automobile. STEWART described the aircraft as being a flat disk with a cupola or dome in the center of one side. He described the dome as having what appeared to be a small porthole on one side and the shadowy outline of what appeared to be a "hatch, similar to those found on a ship". He stated that this craft approached his vehicle from a northeasterly direction and hovered above his automobile.

He further described the object as being of a luminous silver color and emitting bright lights around the edges similar to neon tubing of high brilliance. He stated that at the time the incident occurred he had in the rear seat of his vehicle a Thompson sub-machine gun with which weapon he left the automobile and walked around the car several times debating as to whether or not he should fire upon the aircraft. He advised that his companion, TYLER, remained in the automobile and had pleaded with him not to discharge the weapon for fear of retaliation from the aircraft. Mr. STEWART declined to comment as to the origin, present whereabouts, or owner of the above named weapon.

STEWART stated that when the aircraft came to rest above his automobile, it appeared to be "at least fifty feet (50) in diameter, and wavered slightly." While in sight the aircraft gave off a sound similar to that of a vacuum cleaner. STEWART averred that the aircraft maintained its position above the automobile for approximately three (3) minutes and then turned on its edge, thereby presenting its flat surface to his vision, and appeared to roll across the sky at a terrific rate of speed, greater than that of a jet plane. STEWART estimated the horizon to the southwest of his vision, towards which the object was traveling, as approximately three and one-half ($3\frac{1}{2}$) miles from his position, and that the object as it disappeared across the horizon was approximately the dimension of a five (5) inch disk held at arm's length. He advised that when the object first appeared, it appeared to be at an angle to the horizon of fifty (50) degrees, and as he was proceeding north it appeared on the northeast horizon on the crest of a hill. He also advised that during the period the object was in his vision he noticed no sign of activity within it and discerned no odor from it.

STEWART advised that during the time of the above observation of the aircraft there was only one other automobile in the immediate vicinity. He described this to be a 1948 Pontiac convertible, yellow, with 1952 Maryland license plates, the first three (3) digits of which were six-zero-zero (600). He related that the car was apparently occupied by a man and a woman and that the man had dismounted his automobile and was looking at the aircraft, but that upon being hailed by STEWART, had returned to his automobile and driven off rapidly. It was Mr. STEWART's opinion that he did so upon seeing the aforementioned Thompson sub-machine gun. Mr. STEWART informed the writer that he was not addicted to or a casual indulger of any form of alcoholic beverages and was not under such influence at the time of the sighting. He further advised that he wore glasses only for purposes of reading and that the only obstruction to his observation of the above described aircraft was the windshield of his automobile when first sighted; however, when he emerged from the automobile he was able to observe the aircraft without any trouble.

STEWART contended that the above incident had a singular effect upon his automobile in that it killed the motor and apparently magnetized its wiring. He also stated that the above incident had resulted in the paint on his car cracking.

AGENT'S NOTE: An inspection of STEWART's automobile revealed that it had been recently painted.

It was ascertained from STEWART that his hobbies were the collection and handling of weapons, American History, and that his avocation was politics. He stated that he had been active in the political candidacy of a senatorial contestant of the State of Maryland and was currently leader of the political club supporting the above mentioned candidate in his ward. He advised that on the night of the

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above incident he had been engaged in distributing campaign literature with reference to the above campaigning in Glenn Burnie, Maryland, and was returning to Baltimore when he observed the aircraft. During the course of the above interview STEWART appeared calm and answered all questions without hesitation and when subjected to questioning, did not change his statements in any particular.

AT BALTIMORE, MARYLAND

8. Mr. LOUIS GITEOS, 228 Warren Avenue, Baltimore, Maryland, was interviewed on 10 May 1952, and stated that he has known STEWART all his life and has found no fault with him. GITEOS advised that STEWART comes from a good family and he would recommend him for a position of trust. GITEOS stated that he does not believe STEWART has ever been in trouble with the police.

9. Miss MARY HOOVER, 226 Warren Avenue, Baltimore, Maryland, was interviewed on 10 May 1952 and stated that STEWART "shoots a lot of bull", usually bragging about himself and his accomplishments. Outside of talking too much, HOOVER believes that STEWART is honest, makes a good impression, does not drink, a good worker, and loyal to the government. She would recommend STEWART for a position of trust, but stated that she did not believe he could keep a secret.

10. Mrs. LOUIS GITEOS, 228 Warren Avenue, Baltimore, Maryland, was interviewed on 10 May 1952 and stated that STEWART talks too much and likes to exaggerate. Other than that, Mrs. GITEOS would recommend STEWART for a position of trust. She considers him honest, loyal, and a good boy.

11. Mr. RAYMOND FOX, Project Engineer, Engineering Department, Radioactive Detection Division, Westinghouse Electric Corporation, Baltimore, Maryland, was interviewed at the Maryland Yacht Club on 10 May 1952, and advised that during the latter part of April 1952 he examined the automobile described in the above paragraph with a geiger counter and could detect no radioactive reaction. He also stated that he examined the engine and all working parts of the automobile and was unable to detect any unusual defects or characteristics. He stated that the automobile had been repainted and that he was inclined to disbelieve the incident as it was related to him.

AT FERNDALE, MARYLAND

12. On 10 May 1952 Officer J. L. GAVIN, Anne Arundel County Police Department, Ritchie Highway Sub-Station, advised that the only report relative to instant investigation that he was aware of as being received by the department was purported to have been an observation during the latter part of March by the bridge keeper, Curtis Bay Bridge, Curtis Bay, Maryland. Officer GAVIN volunteered that the proximity of that area to the Aberdeen Proving Grounds resulted in frequent noises of explosions

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and that the police department had many calls of inquiry but that they all, with the above exception, were reports of noise and not of the sighting of any such aircraft. Officer GAVIN stated that in his opinion it was highly unlikely that an automobile could stop for a period of three (3) minutes on a Saturday night, as during the time of the alleged incident, without several other vehicles passing by. He gave as his reasons that Ritchie Highway was an arterial highway for several outlying districts of Baltimore as well as being a portion of the north-south route from Baltimore to the Potomac Bridge, and that traffic was usually frequent at all times, and especially so during that part of the evening on weekends.

AT GIBSON ISLAND, MARYLAND

13. ULIS LOUIS AMOSS, Colonel, USA, Retired, residing at 8 Cotterhill Road, Gibson Island, Maryland, was interviewed on 11 May 1952 with reference to his knowledge of above alleged sighting of an unconventional aircraft. He stated in substance that his knowledge was third-hand and therefore he was not in a position to give detailed information. He advised that he was informed of the above incident by CORBIN who, in addition to the information set forth above, had told him that a GEORGE MASON and his son, JOHN MASON, purported to reside on Yacht Club Road, Riviera Beach, Maryland, also had information with reference to instant incident.

AMOSS stated that the residents of Gibson Island frequently heard noises in the night, reported like that produced by a large formation of conventional aircraft. Col. AMOSS described this noise as of a magnitude and intensity similar to a major bombing group of at least one hundred (100) planes. He advised that Mr. and Mrs. NELSON STINGHOOMB (whom he previously reported as STRICKITRUT), and Judge and Mrs. HENDERSON, Sr., and Mrs. SALLY HENDERSON SYMINGTON had all reported loud noises of the above type on the night of Saturday, 19 April 1952, and that he had included this information in his letter to General ACKERMAN only as miscellaneous data. He related that the noises occurred nightly but were particularly intense on Thursday nights.

Col. AMOSS informed the writer that he had attempted to locate GEORGE and JOHN MASON but had been unable to contact them. He stated that there was no street designated Yacht Club Road at Riviera Beach, Maryland, and that the nearest approximation of that name was Club Road. He further stated that there was only one residence on Club Road and that residence was presently occupied by a Mr. GEORGE REA, whom he was unable to contact.

14. Attempts by the writer to interview individuals named in the preceding paragraph met with negative results.

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AT GLENN BURNIE, MARYLAND

15. Mr. ROBERT MEADOWS, Proprietor of a Shell Service Station, located at 1501 Ritchie Highway, approximately three hundred (300) yards north of the intersection of Ritchie Highway and U. S. Route #301, was interviewed on 11 May 1952, and advised that to the best of his recollection he had been on duty in the station on the night the above incident was said to have occurred, and that to his knowledge no such incident took place. MEADOWS related that had the aircraft traveled in the direction as alleged, he would surely have observed it; or if he had not been on duty that night, he would surely have been informed of the incident by the man who had been on duty at the time. MEADOWS informed the writer that it was highly unlikely in his opinion that any three (3) minute period could elapse without the passage of several automobiles at the time the above incident was alleged to have occurred.

16. Mr. WILLIAM ROELOCKE, Jr., employee of Howard Johnson Restaurant, located at the intersection of Ritchie Highway and U. S. Route #301, was interviewed on 11 May 1952 and advised that he had no knowledge of the above incident.

AT CURTIS BAY, MARYLAND

17. Mr. MAHLEN HOLLINS, Drawbridge Operator, Curtis Bay Bridge, was interviewed on 11 May 1952 and advised that he is the regular drawbridge operator on the Curtis Bay Bridge on the 1600 hours to 2400 hours shift. HOLLINS stated he was on duty the evening of the 29th of March 1952 and that he had not observed, nor ever observed, any unconventional aircraft. HOLLINS further advised that he did not make a report to the Anne Arundale Police Department of such an incident.

AT BALTIMORE, MARYLAND

18. On 11 May 1952 Mr. GEORGE S. TYLER III, aged sixteen (16), 112 E. Montgomery Street, Baltimore, Maryland, was interviewed at 1030 hours and repeated the same story as he related to CORBIN. One variance in the story was that the car engine did not stop until after STEWART and TYLER had gotten out.

19. GEORGE S. TYLER, Jr., father of GEORGE S. TYLER III, was interviewed on 11 May 1952 and stated that STEWART is "off the beam" and "not normal"; at times he is smart, but "too smart". TYLER said his son is a little careless with the truth and he believes the story is made up. TYLER stated STEWART is a peculiar person, and he has known him for several years. TYLER thinks STEWART made it up to get his name in the papers. TYLER also stated that Ritchie Highway is very crowded and more than one person would have seen it. Mr. TYLER thinks that if his son had seen it he would have discussed it with him or some other member of the family, but he did not do so.

20. On 11 May 1952 LOUIS F. TYLER, uncle of TYLER III, 230 Edgeville Road, Baltimore 25, Maryland, was interviewed and stated that he does not believe his nephew's story. He stated that TYLER III can dream up fantastic stories at times. He believes it is a hoax and thinks his nephew was talked into telling the story.

21. At approximately 1215 hours, 11 May 1952, GEORGE S. TYLER III was reinterviewed in the presence of his father and mother, at which time TYLER stated that STEWART had seen the "saucer" prior to the time of meeting him and that all the information which he had given was information that STEWART told him. TYLER advised that he did not see a thing and had reported the description of the aircraft as STEWART had told him. He stated that STEWART had told the sighting of the aircraft to him as they returned from Glenn Burnie, Maryland, to Baltimore, and asked him (TYLER) to affirm the report because he feared that no one would believe his story. TYLER advised that he called the newspapers, the Sun and the Post, to find out if anyone else had reported the incident, and was informed that several reports had been received. TYLER further stated that at first he believed the story STEWART had told him; however, he now believes that STEWART made it all up. TYLER averred that he had been in Glenn Burnie visiting friends and was waiting at a bus stop to return to Baltimore on the night of 29 March 1952, when he met STEWART who had been in Glenn Burnie posting campaign posters; that STEWART had offered to give him a ride back to Baltimore and he had accepted; that it was on the trip back to Baltimore that STEWART had related to him the sighting of the strange aircraft earlier in the evening.

TYLER stated that they left Glenn Burnie at approximately 2230 hours and had driven to Baltimore without incident; that they had made no stops along the road; that he did not see any sub-machine gun in the automobile as reported by STEWART.

22. STEWART was reinterviewed at approximately 1315 hours, 11 May 1952, and stated that TYLER was with him and had witnessed the incident. STEWART denied emphatically any falsehood in the story and stated that the whole thing was the absolute truth.

23. On 12 May 1952 Special Agent OLIVER R. WEATHERHOLT interviewed Mr. HAROLD B. ISENNOCK at the Griebel Motor Company, Light and Henrietta streets, Baltimore, Maryland. Mr. ISENNOCK stated that work was performed on STEWART's car on 8 May; that the work performed was adjustment of brakes, installation of clutch, adjust generator, repairing or taping the wires leading from the generator, change oil, and lubrication. He stated that the car needed only routine repairs and there was no indication of any unusual repairs.

Mr. ISENNOCK advised that STEWART had traded at the garage regularly and that he considered him a "screwball". Review of the

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records at the garage reflected that the car had been serviced on 23 April, 8 December, 18 December 1951; and 31 January, 20 March, and 8 May 1952. The records reflected that the car had been brought in for routine check-ups and repairs. There was no indication in the records that the car had been repainted. Mr. ISENHOCK stated that the car was still the same green color; however, he could not state as to whether it had been recently repainted. He did state he knew the car had not been repainted at his garage.

24. On 12 May 1952 records checks at the Baltimore City Police Department, Baltimore County Police, and Maryland State Police reflected no records of STEWART.

INCLOSURES

FOR HEADQUARTERS OSI

1. Photostatic reproduction of information obtained from STEWART by CORBIN (with sketch).
2. Photostatic reproduction of information obtained from TYLER by CORBIN.

C L O S E D